versity level books in Hindi and regional languages, production of books for non-formal education, establishment of National Organisation of authors on cooperative basis, acquisition of copyright of books in public domain, establishment of Book Finance Corporation, supply of paper at reasonable prices, reduction in postal rates for despatch of books, development of libraries, registration of publishers etc.

Government is examining these recommendations jn consultation with other departments[agencies.

Investigations into disappearance of Merchant Ships

2005. SHRi SHANKER SINH VAGHELA:
SHRI LAL K. ADVANL

Will the Minister of TRANSPORT be pleased to state:

(a) whether the search for and the CBI investigations into the mysterious disappearance of the two ships 'Nityananak' and 'Nityaram' have been completed;

(b) if so, what are the findings and also the opinion of the Lloyds and other international agencies in th's regard; and

(c) whether the sea-worthiness of the two ships was checked before they were allowed to sail?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Formal investigation into the missing ship Nitya Nanak conducted by the Chief Metropolitan Magistrate at Bombay, has come to a conclusion that the vessel was not maintained properly by owners which caused water to enter in her holds and in fora peak which probably caused her to sink. The investigation has also concluded that there is a *prima facie* case of gross negligence on the part of the owners on several counts. The CBI investigations are not concluded.

(b) The ships were not classed with Lloyds Register of Shipping nor insured with Lloyds Underwriters and therefore, the conclusions of Lloyds are not available. The International Maritime Bureau, London, who were earlier contacted in the matter were of the opinion that since both the casualties involved disappearance of the entire crew for such a long period of time and no further information had surfaced, no useful purpose would be served by commencement of investigation by them. The Chief Metropolitan Magistrate is yet to conduct a foTmal investigation in the case of M.V. Nitya Ram.

(c) The seaworthiness of the two ships was checked according to the rules made under the Merchant Shipping Act and the rules of the Classification Societies. It has however, been ascertained in the court of formal investigation that the owner did not maintain the vessels in a seaworthy condition after she was so inspected. The owner had carried a large number of temporary repairs but never intimated the authorities cf the same. The investigating magistrate has concluded that the Nitya Nanak was not seaworthy when she left Colombo.

Contaminated intravenous Solution:

2006. SHRI SHANKER SINH VAGHELA; SHRI MUKHTIAR SINGH MALIK;

WiH the Minister of HEALTH AND FAMILY WELFARE be pleased ot state:

(a) whether Government's attention has been drawn to the news item which appear ed in the 'Indian Express' of 21st June, 1986 under the caption "Injecting patients with fatal fluid";

(b) if so, whether any inquiry has since been conducted against the manu facturer, Ahmedabad-based Shree Krishakeshav Laboratory; and

(c) if so, what action is being taken by Government against the company?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (KUMARI SAROJ KHAPARDE); (a) to (c) The press report relates to presence of fungus in I.V. fluids. As and when complaints

are received by the Drug Control Administration the following steps are taken:—

(i) Withdrawal of t'ne batch.

(ii) Within the batch clear bottles are segregated from the suspected . bottles.

(iii) Samples are drawn from clear bottles and tested.

(iv) The batch is withdrawn and destroyed in case samples show presence of fungus.

(v) Action js taken against the manufacturer by the licensing authority under the provisions of the Drugs and Cosmetics Act & Rules.

According to the information given by the Delhi Administration, no complaint was lodged with them in respect of the incident reported in the press report, nor was the bottle sent to them. Tbe Drug Control Administration, Delhi tried to contact Shri Sanghi but could not locate him. The question of taking any action against the manufacturing firm; therefore, does not arise.

Indigenisation of fabricated Platforms for Oil Exploration

2007. DR. BAPU KALDATF: Will the Minister of TRANSPORT be pleased to state;

(a) whether indigenisatiow for the exploration of oil hag fallen through

(b) whether ONGC have given huge orders to Indian Yards—Mazagaon Docks

—Burn Standard C">mmny Limi> .-d —

Mazagon Dock Limited

—Hindustan Shipyard Limited :

(i) On EB/EC platforms upto completion fabrication . .

(ii) On EB/EC platforms inclusive of instal lation at Bombay High

57%

47%

Limited, Hindustan Shipyards Limited and Burn Standard and Company Limited;

(c) whether these companies have passed on all their orders to foreign yards;

(d) whether any of them 'have fabricated platforms; and

(e) if so, what is tbe percentage of Indi'an content in this platform?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAIESH PILOT); (a) and (b) At present, exploration for oil in the country is being carried out by the two national oil companies, namely, ONGC and OIL. However, the Government have decided to encourage the indigenisation of oil fields equipment and services required by ONGC and OIL. With this tn view the Government had extended a number of incentives like deemed oxport bewfi's, price preference etc. to the domestic manufacturers of oil fields equipment and these hav; produced encouraging results. Pursuant to this policv of indigenisation, ONGC have also given orders to MDL, HSL and BSCL for manufacture of Platforms, etc.

(c) None of the sh pyard-, viz., Mazagon Dock Limited, Hindustan Shipyard Limited 'and Burn Standa-d Company Limited have passed on all -heir order*-- to foreign yards, except sub-contracting of a portion of the work.

(d) Yes.

(e) The percentage of Indian content in the platforms is given below ;

- 24%

, 51 % in the first ohrf / to 70% 3ubsoqumi|v. Tn rejpsct of o her thr-je process platforms *ht^ tndig content is as follow; :

(i) HRA . . . 40%

(ii) SCA . . . 43%

(iii) WIS . . . 59%